

HISTORIC AMERICAN ENGINEERING RECORD

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Smith River Bridge (Hiouchi Bridge)
Spanning Smith River on Post Mile 4.22
of California State Highway 199
Crescent City vicinity
Del Norte County
California

HAER No. CA-75

NOTE: Photographs were taken by Don Tateishi, photographer, May 3, 1989.
John Snyder was field director.

- CA-75-1 CONTEXTUAL VIEW OF BRIDGE IN SETTING, LOOKING SOUTHWEST, FROM
DOWNSTREAM. Crew, vehicles, boats, and equipment are from the
California Department of Transportation's Transportation
Laboratory conducting test borings for the replacement bridge.
- CA-75-2 CONTEXTUAL VIEW OF BRIDGE IN SETTING, LOOKING NORTHEAST, FROM
UPSTREAM
- CA-75-3 VIEW OF DOWNSTREAM ELEVATION, LOOKING SOUTHWEST
- CA-75-4 OBLIQUE VIEW OF UPSTREAM ELEVATION, LOOKING NORTH
- CA-75-5 APPROACH VIEW FROM CRESCENT CITY (SOUTH) END OF BRIDGE, LOOKING
SOUTHEAST. Emergency bracing under collapsed cantilever tower
visible inside trusses.
- CA-75-6 APPROACH VIEW FROM OREGON (NORTH) END OF BRIDGE, LOOKING
NORTHWEST
- CA-75-7 OBLIQUE VIEW OF NORTH PORTAL AND DOWNSTREAM SIDE OF BRIDGE,
LOOKING WEST. Lights and illuminated sign on portal bracing
were elements of an overheight load warning system designed to
eliminate accidents of the type which damaged the bridge.
However, the system was in place only on the north side of the
bridge, controlling trucks approaching from Oregon. In theory,
trucks with overheight, overwidth, or overweight loads from
California would be controlled by the State's permit system. In
fact, it was a "permit" load originating in California, being
hailed without the requisite permit which struck and damaged the
bridge.
- CA-75-8 OBLIQUE VIEW OF DOWNSTREAM SIDE OF BRIDGE, LOOKING WEST

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- CA-75-9 VIEW, LOOKING SOUTHEAST, ALONG CENTERLINE FROM SOUTH CANTILEVER TOWER. Note emergency bracing installed beneath collapsed tower, and crumpled vertical members at right and left.
- CA-75-10 VIEW, LOOKING NORTHWEST, ALONG CENTERLINE FROM SOUTH CANTILEVER TOWER, BACK TO SOUTH PORTAL. Note emergency bracing and crumpled vertical members.
- CA-75-11 VIEW, LOOKING SOUTHEAST, ALONG CENTERLINE FROM SOUTH CANTILEVER TOWARD TOWARD NORTH PORTAL. Note vertical displacement in deck caused by partial collapse at point of connection between south cantilever arm and suspended span.
- CA-75-12 VIEW, LOOKING NORTHWEST, ALONG CENTERLINE FROM NORTH CANTILEVER TOWER TOWARD SOUTH PORTAL. As with previous photo, note vertical displacement in deck.
- CA-75-13 VIEW OF UNDERSIDE OF BRIDGE FROM NORTH PIER, LOOKING NORTHWEST
- CA-75-14 DETAIL VIEW OF NORTH PIER, LOOKING SOUTH
- CA-75-15 DETAIL VIEW OF NORTH PIER CAP AND BEARING, LOOKING NORTHWEST
- CA-75-16 DETAIL VIEW OF BEARING ON NORTH ABUTMENT, LOOKING SOUTH
- CA-75-17 DETAIL VIEW OF TYPICAL GUSSET PLATE ON DOWNSTREAM SIDE OF BRIDGE, LOOKING SOUTHWEST
- CA-75-18 DETAIL VIEW OF BUCKLED VERTICAL MEMBER ON UPSTREAM TRUSS AT SOUTH CANTILEVER TOWER, LOOKING SOUTH

The following are photocopies of plans located at California Department of Transportation, Division of Structures, P. O. Box 942874, Sacramento, California 94274-00001. The original plans were destroyed; photocopies were made from microfilm.

- CA-75-19 LAYOUT, dated March 7, 1928, revised April 23, 1928.
- CA-75-20 CANTILEVER SPAN DIAGRAM, dated March 7, 1928, revised April 11, 1928.
- CA-75-21 TRUSS DETAILS FOR CANTILEVER SPAN, dated April 26, 1928.
- CA-75-22 TRUSS DETAILS FOR CANTILEVER SPAN, dated April 26, 1928.
- CA-75-23 CANTILEVER SPAN - TRUSS DETAILS, dated April 26, 1928.

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CA-75-24 TRUSS DETAILS - SUSPENDED SPAN, dated April 26, 1928.

CA-75-25 ANCHORAGE AND TOWER SUPPORT DETAILS, dated March 7, 1928,
revised April 11, 1928.

CA-75-26 DETAIL OF PIERS, dated March 7, 1928.

CA-75-27 DETAIL OF ABUTMENTS, dated March 7, 928, revised April 11, 1928.